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of government the increase of the power and influence of the mayor is emphasized, and the importance of the position and function of governing boards is pointed out. Those who are familiar with Professor Goodnow's *City Government in the United States* will scarcely find much that is new in this short treatise. But as a brief and rapid yet clear and comprehensive survey of the political and legal position of American municipalities it cannot but prove valuable.

Dr. Wilcox' contribution (pp. 51 to 299), which goes with greater detail into a presentation of the important features of American municipal government, follows an entirely different method. The author has selected for separate handling ten of the most important cities of the United States, viz., Washington, New York, Chicago, Philadelphia, Boston, St. Louis, Baltimore, Cleveland, San Francisco, and New Orleans. Since the government of no two of these cities is precisely alike, there is a wide range of opportunity for explaining a great variety of administrative plans. Dr. Wilcox refers to the history of each of the cities and explains briefly its relation to the state government, but devotes most of his space to a more specific description of its administrative organization and functions. The problem of city finances is thoroughly analyzed in every case; the importance and the varying efficiency of administrative boards and departments are emphasized; the constant trend toward concentration of responsibility in the mayor is pointed out; and the progress of administrative reforms is related. In New York, on account of the size and importance of the city, the governmental activities are many and varied; New York, therefore, receives the lion's share of the author's attention. San Francisco and New Orleans, on the other hand, are dismissed with a few pages. Some of the "experiments" recently introduced by smaller cities are mentioned and explained, e.g., the Galveston and Newport "plans;" the Grand Rapids non-partisan election system; and the "recall" as practiced in Los Angeles. Several illuminating tables of comparative statistics are appended. Dr. Wilcox' work is unique in giving within the covers of one book separate and complete, if yet brief, treatment of the governments of ten typical American municipalities. The absence of an index detracts materially from the value of the book as a whole.

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*Proposed New Railway System for the Transportation and Distribution of Freight by Improved Methods in the City and Port of New York.*  
By WILLIAM J. WILGUS. Privately printed for submission by the Amsterdam corporation to the Public Service Commission for the First District. Folio, pp. 108.

The proposal here is to relieve harbor congestion, improve accessibility of the water front, decrease cost of freight distribution, expedite deliveries, etc., in New York City by the adoption of a system of cartage-subways located beneath the sidewalks and tapping both sides of the principal business streets of the city, the system to cost from eighty to one hundred millions of dollars. The book deserves notice because it gives, with maps, illustrations, and diagrams, a good survey of traffic conditions in New York City and of the efforts

that have been made to solve the problem. As appendices it contains such materials as a "Bibliography of Transportation Facilities on Waterfront, Manhattan Island;" the "Report of the Board of Consulting Engineers to Department of Docks, 1897;" the "Report on Improvement of Terminal Facilities of the Port of New York by Committee on Foreign Commerce and the Revenue Laws of the Chamber of Commerce;" and an "Extract from the Report of the Public Service Commission Relative to the Tracks of the New York Central and Hudson River Railroad on the West Side of the Borough of Manhattan."

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*Report of the Proceedings of the International Free-Trade Congress, London, August, 1908.* London: Cobden Club, Caxton House, Westminster, S. W. 8vo, pp. xx+652.

One may accept the characterization of this congress by its secretary, Mr. Murray Macdonald: it was, unquestionably, "the most important and representative gathering of free traders that has ever been held." Representatives were present from nearly every country in Europe, and from Canada, Australia, India, and the United States. The programme of subjects submitted to those who undertook to prepare papers covered a wide range of interests. In the first sessions much emphasis was laid upon the efficacy of a free-trade policy as a means of insuring international peace. Subsequent sessions were devoted to a discussion of the more purely economic aspects of commercial policy. Throughout, the experience of the several countries represented was cited in considerable detail. It is needless to remark that the experience of every country demonstrated the unwisdom of protectionism. Economists already familiar with the lines of argument ordinarily pursued in the discussion of protective tariffs will find in this volume perhaps the completest *résumé* of argument and of evidence against protectionism that has ever been made. Protective tariffs are shown to have operated everywhere "in the interest of capital and against labor;" everywhere to have "debased public morals and corrupted government at its very source;" and the hope is entertained that this evidence may have a "lasting effect on the controversy that is being waged throughout the world on the question of commercial policy, and that finds its center at the moment in the United Kingdom." Certainly, in so far as the commercial policy of nations is a matter of argument and evidence, this excellent popular statement of the case for free trade ought to have practical consequences. The case against protectionism is perfectly clear; but the nations in shaping their commercial policies have not in the past chosen to regard it. J. C.

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*The Passing of the Tariff.* By RAYMOND L. BRIDGMAN. Boston: Sherman French & Co., 1909. 8vo, pp. 272. \$1.20.

Dropping all discussion as to the results and wisdom of the country's tariff policy in the past the author of this volume seeks to set forth the reasons why, under the conditions which now exist, the protective tariff should be abolished, and indicates the forces which he believes are at present tending to bring about that result. Among the forces of this sort which he enumerates are: the belief that the trusts are fostered by the tariff; the growing sensitiveness to the way in which special interests are subserved by the protective duties; the discovery on the part of domestic manufacturers seeking to increase